

AMENDMENTS TO THE SPECIFICATION

Please replace paragraphs [0038] and [0048] with the following amended paragraphs:

**[0038]** The auto light circuit 35 supplies or interrupts the 1A current output from the alternating current dynamo 19 to the headlight 18a and tail light 18b in response to on/off signal output from the control element 25. Control element 25 generates these ~~signal~~ signals based on the signals from the light sensor 36 in such a manner that headlight 18a and tail light 18b are switched on automatically when light levels fall below a prescribed limit, and are switched off when light levels exceed the prescribed limit. In this embodiment, headlight 18a and tail light 18b are operated from the alternating current dynamo 19 so that the current draw is less apt to adversely affect the power storage element 32, but this is not necessary.

**[0048]** In the automatic shifting mode (A1) processing shown in Fig. 11, a gear position value VP is set to the gear position that corresponds to the bicycle speed S. When the actual gear position does not agree with this value, then the internal shifting hub 10 is shifted in the appropriate direction one step at a time. More specifically, the gear position value VP is read from the position sensor 47 in step S31, and the current bicycle speed S is determined from the speed signal from the alternating current dynamo 19 in ~~[[a]]~~ step S32. In step S33, a determination is made whether or not the bicycle speed S exceeds the upshift threshold value U (VP) (Fig. 7) that corresponds to the gear position value VP. In step S34, a determination is made whether or not the bicycle speed S is less than the downshift threshold value D (VP) that corresponds to the gear position value VP.